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and through them to the public—my deep sense of gratitude for the many kind attentions I have had the honour to receive at the hands of many of Her Majesty's officers during my travels in China and Japan.

"I am especially indebted to Vice-Admiral George King, who at that time commanded Her Majesty's fleet in those seas, for an open letter, addressed to all the captains under his orders, asking them to receive me on board and take me to such places as they might be visiting, whenever I wished to avail myself of the privilege.

"I sincerely trust that when any English gentleman is travelling within our borders, or on seas frequented by our navy, for scientific purposes, he may receive the same polite attention.

"I shall further ask you, if you deem it proper, to read this note when my paper comes before your Society, and deposit it in your archives.

"With many thanks for your personal attention during my late visit to London, and an expression of my highest consideration,

"I have the honour to be, your obedient servant,

"ALBERT S. BICKMORE."

"Sir RODERICK I. MURCHISON, Bart., President of the
Royal Geographical Society, London."

ADDITIONAL NOTICES.

(Printed by order of Council.)

1. *Extension of Electric Telegraph Lines in Queensland.*

THE various surveys which have been made during the last two years in connexion with the extension of the telegraph system in Queensland have done much towards completing our geographical knowledge of the northern parts of this extensive and important colony, besides promoting the settlement of the country. The object of the promoters of these surveys is the eventual connexion of the 9000 miles of the Australian telegraph system with lines from Europe *via* India and the Dutch settlements in the Malay Archipelago. It is satisfactory to note that even in Queensland the telegraphs pay already about 2 per cent. on the capital expended. The following is an extract, bearing upon the subject, from the Report of Mr. W. J. Cracknell, the Superintendent of Electric Telegraphs in Queensland, dated May 1, 1867:—

"I cannot refrain from pressing on your consideration the desirability of commencing, at the earliest possible moment, the proposed extension of the northern lines from Bowen, Port Denison, to the Gulf waters. On the 19th of March, last year, the late Mr. Frederick Walker was despatched from Rockhampton, with a well-equipped party, to explore the country between the east coast and the Gulf of Carpentaria, for the purpose of discovering the most eligible route for the proposed extension to Burketown. Taking a final departure from Townsville, Cleveland Bay, he so far effected the object of his mission by a cursory survey from that point to the Gulf settlement; but, unhappily, to the loss of the public service, whilst with like purpose returning thence by a different route to Cardwell, Rockingham Bay, he died in camp at Floraville, Leichhardt River, on 19th November, 1866. In consequence of Mr. Walker's illness and death, his journal and papers are incomplete, and, in

order to have a full record of the proceedings of the party, I requested Mr. H. E. Young, second in command, who has successfully carried out the purpose of the expedition, to furnish me with a complete journal. The 670 miles of country traversed on the outward journey is for the most part badly timbered; a plentiful supply of good quality being only obtainable for a distance of 154 miles; indifferent timber for 131 miles, and the remaining 385 miles is entirely devoid of any description of timber that could possibly be made use of for telegraphic purposes. It will be observed, on referring to the explorer's journal, that the distance travelled by this route is slightly in excess of that *via* Cardwell, added to which the scarcity of timber would render the construction of a line through the country in question by far too expensive. From information now available, I am led to believe the most eligible route for the Gulf extension will be to continue the line from Bowen *via* Townsville and the eastern side of the coast range to Cardwell; thence by the new gap in Seaview Range (about 25 miles north-west from Cardwell), *via* Mount Surprise, gap in Gilbert Range, Gilbert River, to Smith's Station; thence by the return route of exploring party to Burketown,—a total distance of 662½ miles. From Bowen, by this route, to within 107 miles of Burketown, the country is, on the whole, well timbered and well watered; there is, therefore, no impediment, either from lack of material or otherwise, to the tolerably easy and economical construction of a line of a similar character to the Rockhampton-Bowen section, say 20 posts to the mile. To obviate the scarcity of suitable timber on the 107 miles from Burketown referred to, I would propose to use iron poles, to be conveyed by sea to convenient points on the coast, and as they will then only require to be carted a very short distance over level open country peculiarly easy of travel, the expense of land carriage will in such case be trivial; indeed, the cost of this portion will, I apprehend, be much less than if wooden poles were to be carted from a distance, and not much in excess of what it would be if suitable timber were available nearer at hand.

"Recent advices plainly indicate that the successful establishment of telegraphic communication between the United Kingdom and America has stimulated the previously existing keen demand for the extension of telegraphic communication throughout the world. It is not, therefore, surprising to find public attention actively directed to the expediency of improving and extending the Indian lines, nor yet to find proposals afloat, the which, when carried into execution, will draw the telegraphic systems of India, Europe, and America, considerably nearer the Australian continent.

"I learn from the report of the General Superintendent of Electric Telegraphs, Victoria, for 1866, that this Company is still negotiating with the Imperial Government, and that, at a meeting in London of gentlemen interested in this matter, certain resolutions were drawn up and presented to the Right Hon. the Earl of Carnarvon, Secretary of State for the Colonies, which had been agreed to and signed by the promoters of the meeting.

"Happily, a considerable section of the intermediate distance between India and Java is in course of construction by the Netherlands India Government, namely, from Batavia through Sumatra to Singapore; and the Eastern Asia Telegraph Company propose to carry their line by land from Moulmein, or some other point in the Tenasserim provinces where the British Indian line terminates, passing down the Malay Peninsula, *via* Penang and Malacca to Singapore, on the completion of which Banjoewangi (East Java) will be in direct telegraphic communication with India, Europe, and America. If any serious obstacle to laying a cable thence to the north coast exists, it will be found in the coral bottom of the intervening sea; but it remains for a more minute survey than has hitherto been made to discover whether a safe bed cannot be obtained. In the mean time, provision of fleet steamers to ply

between the termini has been suggested. It is, however, hardly necessary upon the present occasion for me to discuss the feasibility of this or other proposed expedients to the same end; but, in view of the circumstances and exigencies of the times, both without and within the Australian colonies, in reference to the necessity for means of more prompt communication between Australia and the United Kingdom, it can but be universally admitted that the Gulf extension should be carried out with the least possible delay."

2. *Exploration of the Mouths of the Flinders River, Gulf of Carpentaria.*
 Extracts from a Report of Mr. W. LANDSBOROUGH to the Governor
 of Queensland.

(Communicated by the COLONIAL OFFICE.)

Burketown, Gulf of Carpentaria, 9th February, 1867.

For some time past the settlers on the Flinders River have been most anxious to have the inlets examined to the eastward of the Albert River, in the hope of finding a more conveniently-situated place for the shipment of their produce than Cleveland Bay and this port, to which places they have to send it at present. Last month an opportunity occurred of examining Morning Inlet, through the kindness of Captain Ellis, master of the schooner *Lily*. With Captain Stokes' admirable work in a person's hands, and the chart of the coast, it is a very easy matter to find any of the inlets by coasting in a small boat along the shores of the Gulf; but with a vessel of considerable draught it is not so easy, as the shallowness of the water all along the coast renders it necessary to keep so far off the land that it is difficult to distinguish the openings. Captain Ellis, however, skilfully succeeded in finding, by moonlight, Morning Inlet, on the 23rd of January.

Leaving the *Lily*, Mr. Phillips and myself went to the inlet in the pilot-boat, and, after examining it we felt doubtful that this was the inlet we were in quest of, as we could not discover any promontory corresponding with Middle Point of Captain Stokes, so we returned to the *Lily*. Afterwards, we got Captain Ellis to coast to the eastward sufficiently far to decide that if the inlet we had been at was not Morning Inlet, that Morning Inlet must be to the westward, so we then got him to put the ship about, and sail in that direction. It now became my intention to take to the small boat, with the object of more particularly examining the coast; and having arranged with Captain Ellis to meet him, after the survey, either off Gore Point or the Albert, we started. Coasting near the land from Gore Point eastward, we were quite satisfied, on our arrival, in the afternoon, at the inlet we had been at previously, notwithstanding the discrepancy I have mentioned respecting Middle Point, that it was Morning Inlet. Middle Point is very low, with mangroves, and it is not improbable that the missing part may have been washed away since it was surveyed by Captain Stokes. We got into Morning Inlet about 4.45 P.M. Our progress was so rapid, owing to the tide being in our favour and the straightness of the various reaches of the river, that before midnight we reached latitude 18°, a point further south than any boat had previously reached in any other river of Carpentaria. The place we reached is midway between the Leichhardt and Flinders rivers, and about 70 miles east of the Albert Settlement. The river is narrow, but were it required as an outlet it would be adapted for vessels of a small draught of water not exceeding 6 feet, and could be navigated within 10 miles of the point we reached with the pilot-boat. Like all the rivers of Carpentaria, its banks are low, where the difficulties of navigation are few; but as you approach higher up, where good situations for townships present themselves, the river becomes more impeded by shoals and other